

**National Transportation Safety Board
Washington, DC 20594**

Brief of Incident

Adopted 06/30/1993

FTW93IA048 File No. 5041	12/09/1992	HOUSTON, TX	Aircraft Reg No. N16729	Time (Local): 15:48 CST		
Make/Model:	EMBRAER / EMB-120RT			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PWC100		Crew	0	0	3
Aircraft Damage:	None		Pass	0	0	15
Number of Engines:	2					
Operating Certificate(s):	Commuter Air Carrier					
Name of Carrier:	BRITT AIRWAYS, INC.					
Type of Flight Operation:	Scheduled; Domestic; Passenger/Cargo					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:	Same as Accident/Incident Location		Condition of Light:	Day		
Destination:	ALEXANDRIA , LA		Weather Info Src:	Pilot		
Airport Proximity:	On Airport		Basic Weather:	Visual Conditions		
Airport Name:	INTERCONTINENTAL		Lowest Ceiling:	None		
Runway Identification:	0		Visibility:	25.00 SM		
Runway Length/Width (Ft):	Unk/Nr		Wind Dir/Speed:	270 / 017 Kts		
Runway Surface:	Not Applicable		Temperature (°C):	20		
Runway Surface Condition:			Precip/Obscuration:	None / None		
Pilot-in-Command	Age: 31		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft:	4000		
Airline Transport; Multi-engine Land; Single-engine Land; Helicopter			Last 90 Days:	90		
Instrument Ratings			Total Make/Model:	2200		
Airplane; Helicopter			Total Instrument Time:	UnK/Nr		

SHORTLY AFTER TAKEOFF THE FIRST OFFICER FELT A VIBRATION THROUGH THE AIRFRAME AND THE CONTROL COLUMN. THE CAPTAIN FELT THE SAME VIBRATION AND ELECTED TO EXECUTE A PRECAUTIONARY LANDING AT THE DEPARTURE AIRPORT. INVESTIGATION REVEALED THAT 14 SCREWS WERE MISSING FROM THE LEFT UPPER AILERON VANE AND THAT THE SCREWS HAD BEEN LEFT OUT AFTER THE VANE WAS PARTIALLY REMOVED DURING MAINTENANCE PRIOR TO THE FLIGHT. THE ASSIGNED MECHANIC DID NOT REPLACE THE SCREWS AND THE QUALITY CONTROL INSPECTOR FAILED TO SEE THAT THEY WERE MISSING DURING HIS INSPECTION.

Brief of Incident (Continued)

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Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. WING,SKIN - NOT SECURED
2. (C) MAINTENANCE,INSTALLATION - NOT PERFORMED - COMPANY MAINTENANCE PERSONNEL
3. (C) MAINTENANCE,INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
4. (F) COMPLACENCY - COMPANY MAINTENANCE PERSONNEL
5. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this incident as follows.

THE ASSIGNED MECHANIC'S FAILURE TO REINSTALL THE ATTACHMENT SCREWS AND THE QUALITY INSPECTOR'S INADEQUATE INSPECTION OF THE COMPLETED WORK. A FACTOR WAS THE COMPLACENCY OF THE MAINTENANCE PERSONNEL.